

## WARREN COUNTY BOARD OF SUPERVISORS

### COMMITTEE: PUBLIC WORKS - AIRPORT

(MEETING HELD AT THE FLOYD BENNETT MEMORIAL AIRPORT)

DATE: APRIL 1, 2010

---

---

**COMMITTEE MEMBERS PRESENT:**

SUPERVISORS BELDEN  
BENTLEY  
CHAMPAGNE  
PITKIN  
CONOVER

**OTHERS PRESENT:**

WILLIAM LAMY, SUPERINTENDENT OF PUBLIC WORKS  
DON DEGRAW, AIRPORT MANAGER  
PAUL DUSEK, COUNTY ATTORNEY/COMMISSIONER OF ADMINISTRATIVE &  
FISCAL SERVICES  
JOAN SADY, CLERK OF THE BOARD  
KEVIN GERAGHTY, BUDGET OFFICER

**COMMITTEE MEMBERS ABSENT:**

SUPERVISORS STEC  
MERLINO  
LOEB  
MCCOY

SUPERVISORS STRAINER  
TAYLOR  
THOMAS  
RICH SCHERMERHORN, RICH AIR - FIXED BASE OPERATOR  
WILLIAM SCHEIDEGGER, PRESIDENT - EXPERIMENTAL AIRCRAFT ASSOC.  
REPRESENTING C&S ENGINEERS:  
STEVEN BABCOCK  
STEVEN CALOCERINOS  
REPRESENTING FOREST ENTERPRISES:  
VICTOR MACRI  
JOHN FALVO  
AMANDA ALLEN, SR. LEGISLATIVE OFFICE SPECIALIST

---

---

Subsequent to a tour of the Airport grounds and facility, Mr. Belden called the meeting of the Public Works Committee to order at 11:45 a.m.

Privilege of the floor was extended to Don DeGraw, Airport Manager, who distributed copies of the meeting agenda to the Committee members; *a copy of the agenda is also on file with the minutes.*

Commencing with the agenda review, Mr. DeGraw presented Items 2 and 3 which consisted of a request for a new contract with Hi-Lite Markings to install mandatory airfield paint markings and a request to establish Capital Project No. H308.9550 280, Airport Painting & Pavement Markings, in the amount of \$35,300.

Mr. Lamy noted that the Committee had previously authorized Mr. DeGraw to submit applications for the FAA (Federal Aviation Administration) grant funding that would be used to support the costs of the pavement marking project which would require a 2.5% Local Share of \$883 to be paid by the County. Mr. Conover questioned whether Hi-Lite Markings was the low bidder for these services and Mr. DeGraw replied that they were the sole bidder.

Motion was made by Mr. Pitkin, seconded by Mr. Conover and carried unanimously to approve the request for a new contract with Hi-Lite Markings as outlined above and the necessary resolution was authorized for the April 16<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

Motion was made by Mr. Pitkin, seconded by Mr. Conover and carried unanimously to approve the request to establish Capital Project No. H308.9550 280, Airport Painting & Pavement Markings, in the amount of \$35,300 and refer same to the Finance Committee. *A copy of the request is on file with the minutes.*

Continuing, Mr. DeGraw presented Agenda Item 4 which consisted of a request to amend Resolution No. 147 of 2010 to increase the FAA grant application amount for a new airport snow blower from \$450,000 to \$550,000 and eliminate the "single engine" wording to permit the equipment to be re-bid with new specifications. He noted that because this grant opportunity required a 2.5% Local Share, the amount the County was responsible for would increase by \$2,500, to a total of \$13,750, commensurate with the higher grant funding amount. Mr. DeGraw explained a re-bid for the snow blower was required due to a protest on the prior bid; he added his opinion that revising the bid language to seek out a twin engine snow blower would lead to a higher number of bid submissions. Mr. Lamy asserted their confidence that the sale of the old snow blower equipment would generate sufficient revenues to offset the Local Share costs associated with the grant funding.

Motion was made by Mr. Conover, seconded by Mr. Pitkin and carried unanimously to approve the request to amend Resolution No. 147 of 2010 as outlined above and the necessary resolution was authorized for the April 16<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

Mr. DeGraw announced Agenda Item 5 included a request to establish Capital Project No. H310.9550 280, Airport Fire Truck & Snow Blower, in the amount of \$1.23 million. He expounded that the Capital Project encompassed all of the grant funding associated with the purchase of both pieces of equipment, and that a 2.5% Local Share would be required of the County. Mr. Belden questioned what the total anticipated Local Share would be and Mr. DeGraw replied that the final Local Share figure would depend upon the amount expended for the equipment subsequent to the bid process.

Motion was made by Mr. Bentley, seconded by Mr. Conover and carried unanimously to approve the request to establish Capital Project No. H310.9550 280, Airport Fire Truck & Snow Blower, in the amount of \$1.23 million and refer same to the Finance Committee. *A copy of the request is on file with the minutes.*

Agenda Item 6, Mr. DeGraw apprised, consisted of a request to establish Capital Project No. H309.9550 280, Runway 1 Safety Area Wetland Mitigation Site Monitoring, in the amount of \$34,391. He noted FAA grant funding would be used to support the costs of the Project and a 2.5% Local Share of \$860 would be required. Mr. DeGraw explained that a five-year monitoring process was required subsequent to improvements made to wetland areas in connection with the Runway 1 Safety Area Project; he added, that one year of the monitoring process had been completed and the FAA grant monies promised would be used to fund the remaining four years. When questioned as to what the monitoring services consisted of, Mr. DeGraw responded that they would serve to ensure that the appropriate flora and fauna aspects associated with the property were flourishing since the conclusion of the wetland mitigation process.

Motion was made by Mr. Pitkin, seconded by Mr. Conover and carried unanimously to approve the request to establish Capital Project No. H309.9550 280, Runway 1 Safety Area Wetland Mitigation Site Monitoring, in the amount of \$34,391 and refer same to the Finance Committee. *A copy of the request is on file with the minutes.*

Mr. DeGraw advised Agenda Item 7 referred to a request to establish Capital Project No. H311.9550 280, PAPI (Precision Approach Path Indicators) Installation Runway 12-30 Design, in the amount of \$28,000. He noted that FAA grant monies would be used to fund the project and a \$700 Local Share would be required.

Motion was made by Mr. Champagne, seconded by Mr. Conover and carried unanimously to approve the request to establish Capital Project H311.9550 280, PAPI Installation Runway 12-30 Design, in the amount of \$28,000 and refer same to the Finance Committee. *A copy of the request is on file with the minutes.*

Although the issue was not included in the meeting agenda, Mr. DeGraw apprised that William Scheidegger, President of EAA (Experimental Aircraft Association) Chapter 353, was in attendance to address the Committee regarding the upcoming EAA Northeast 2010 Fly-In which was scheduled for June 12 - 13, 2010. Mr. Scheidegger said that in prior years they had held one-day Young Eagles events offering free flights to youths between the ages of 8 and 17; however, he noted, in order to generate more interest and press exposure, they had expanded this to a two-day event encompassing the Young Eagles flights and offering food and musical entertainment, as well as the display of antique, experimental and ultralight aircrafts. He said they intended to use the services of Mr. Bill's Carhop to distribute foods, such as hamburgers, hot dogs, chips and drinks, and he was in attendance to request the proper permissions to allow for food distribution, as they had not done this in the past.

Paul Dusek, County Attorney/Commissioner of Administrative & Fiscal Services, questioned why food vendor services were necessary when the Airport already had a restaurant in place. Mr. Scheidegger replied that he had contacted the operators of the Airport restaurant and they had declined to provide food services during the event; therefore, he said, they sought to obtain these services from an outside source. Mr. Dusek then questioned whether the EEA carried insurance coverage for the event and Mr. Scheidegger replied affirmatively, noting that they carried a \$1 million liability policy and the food vendor would be required to provide additional insurance coverage for the food distribution. Mr. Dusek counseled that although the County carried liability insurance for the Airport property, if the Committee was in favor of approving this request, they should be sure to have the County listed as an additional insured on the EAA and food vendor's policies during the event. Additionally, he noted that due to the nature of the event, the Committee should determine whether they wished to assess a charge for use of the Airport grounds. In response to a question posed by Mr. Belden, Mr. Scheidegger advised that the EAA was a not-for-profit organization and although the EAA would receive a portion of the total food sales for the event, those funds would be used to pay for the rental of portable restrooms. In light of this information, Mr. Belden opined that he did not feel it was appropriate to charge the EAA for use of the Airport grounds.

Subsequent to further discussion on the matter, motion was made by Mr. Champagne, seconded by Mr. Bentley and carried unanimously to authorize an agreement with EAA Chapter 353 and Mr. Bill's Carhop to use the Floyd Bennett Memorial Airport for a Fly-In event on June 12-13, 2010 and the necessary resolution was authorized for the April 16<sup>th</sup> Board meeting. *A resolution request form was prepared subsequent to the meeting, a copy of which is on file with the minutes.*

Returning to the agenda review, Mr. DeGraw announced that representatives of C&S Companies were present to discuss the Forest Enterprises land easement efforts and the prospective runway extension project. A packet of aerial and topographical maps reflecting the Forest Enterprises parcel in relation to the runway safety area were distributed to the Committee members, copies are also on file with the minutes. Steven Babcock, of C&S Companies, provided a review of the maps for the Committees benefit which included a detailed accounting of current construction height limitations for the property, as well as those that would be in place if the runway extension project came to fruition.

A lengthy discussion ensued, during which it was determined that extension of the current runway would prove severely restrictive to the height of the buildings that could be constructed on the Forest Enterprises property, which was not acceptable to the property owner.

Rich Schermerhorn, Rich Air - FBO (Fixed Base Operator), apprised that the Saratoga County Airport and their respective FBO, were currently facing a legal suit brought about when a landing aircraft had clipped a tree identified by the FAA as a penetration to protected airspace. In light of this issue, Mr. Schermerhorn urged the Committee to ensure that airspace penetrations on the Forest Enterprises property be addressed as quickly as possible to avoid a similar occurrence at the Warren County Airport. Mr. DeGraw reminded the Committee that they had previously

approved contracts with Forest Enterprises and BOCES to allow students in engaging in forestry programs at BOCES to provide tree cutting services to alleviate these issues. He noted that the tree cutting was not likely to be completed until the fall season as the remainder of the school year was typically used for academic pursuits and would not allow for the actual tree cutting to be done. Mr. DeGraw advised that the penetrations in question had been present for a number of years without causing any issues for incoming planes; therefore, he said, he did not believe that they required immediate attention.

Mr. Bentley noted that there were other County-owned properties in the vicinity of the Airport which would not be affected by the runway extension and he suggested they consider trading one of these for the Forest Enterprises property. Mr. Macri said he had discussed this possibility with Mr. Dusek, but had been advised that it would not be possible as a bid process was required before County-owned property could be transferred. Mr. Dusek interjected that although this was typically the case, there was a long, complicated process that they might be able to employ in order to trade properties with Forest Enterprises and avoid bid requirements. Mr. Pitkin stated his opinion that additional information regarding the associated costs and benefits of the runway extension was required in order to make a decision in the best interest of the County. Mr. Dusek said that further information on the process necessary to avoid a bid requirement for transfer of property, as well as the costs implications, benefits and negative aspects of the runway extension, could be gathered for the Committee's review before making any further decisions on the matter. Mr. Taylor added that when making a decision they should also consider the potential economic impact to the area that would coincide with the runway extension.

Subsequent to further discussion, it was the consensus of the Committee that they should continue to review all of the options available before making any decision on the future of the proposed runway extension project.

Concluding the agenda review, Mr. DeGraw addressed the items pending from prior Committee meetings, which he detailed as follows:

1. Mr. Dusek apprised that legal action to determine the validity of an easement on the Chartrand parcel was no longer appropriate. He said that new easements were required for these properties as the current ones were poorly worded and in need of update. Mr. Dusek asked that this item be removed from the referral listing as alternate actions would be required to resolve the matter;
2. Discussion regarding Forest Enterprises property was held earlier in the meeting; and
3. Since the current meeting was being held on site, Mr. DeGraw asked that the referral regarding the scheduling of a future Committee meeting at the Airport facility be removed.

As there was no further business to come before the Public Works Committee, on motion made by Mr. Pitkin and seconded by Mr. Conover, Mr. Belden adjourned the meeting at 12:49 p.m.

Respectfully submitted,  
Amanda Allen, Sr. Legislative Office Specialist